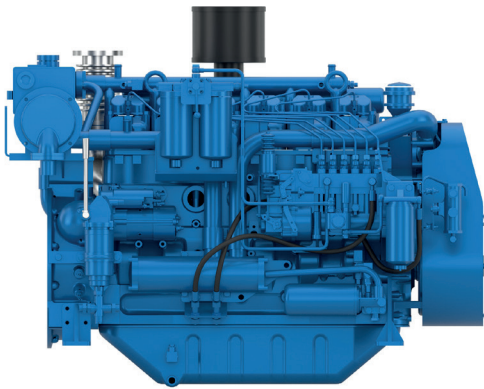


# 6W126

Propulsion Diesel Engine



Number of cylinders	6 in line
Bore and stroke (mm)	126 X 155
Total displacement (L)	11.6
Compression ratio	18/1
Engine rotation	counter clockwise
Idle speed	700
Flywheel	SAE 11.5"
Flywheel housing	SAE 14"

## Customer benefits

**Compact size** with one of the best in class power outputs

**Controlled fuel consumption** with low exhaust emissions at any running cycles

**Life cycle cost efficiency** with extended mean time between overhauls

**Easy maintenance** as the engine is equipped with simple mechanical injection

## Rated power - Fuel consumption

Duty	kW	HP	RPM	Fuel consumption			IMO	CCNR	CE97/68
				Optimum value	Rated power				
				g/kWh	g/kWh	l/h			
P1	294	400	1800	195	200	70	II	II	III A
P2	331	450	2100	197	210	83	II	II	IIIA

	P1	P2
Application	Unrestricted Continuous	Continuous
Engine load variations	Very Little To None	Continuous
Average Engine load factor	80-100%	30-80%
Annual working time	More Than 5000 H	3000 -5000 H
Time at full load	Unlimited	8h Each 12h

### P1 Continuous Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

### P2 Heavy Duty

- Deep sea trawlers
- Shrimps trawlers
- Sea going tug boats
- River tug boats
- Push boats
- Freighters
- Dredges
- LCT
- Ferries

### P3 Intermittent Duty

- Seasonal passenger vessels
- Fishing boats
- Pilot boats
- Commercial pleasure boats
- Pump boats
- Displacement sailboats
- Trawlers
- Bow thrusters

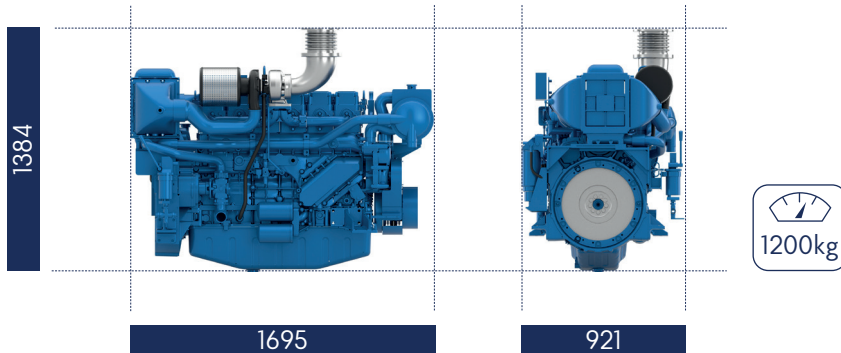
### P4 Light Duty

- Private pleasure boats
- Multi-hull pleasure boats
- Survey or rescue fast vessels
- Military fast vessels.

### P5 High performance Duty

- Private pleasure boats
- Multi-hull pleasure boats

## Dimensions and dry weight (mm/kg)



## Standard equipment

### Cooling System

Two - stage cooling circuit with built - in HT thermostatic valve  
 Integrated fresh water expansion tank  
 High efficiency tubular heat exchanger  
 Gear driven centrifugal fresh water pump  
 Self priming raw water pump with bronze impeller

### Lubrication System

Full flow lube oil filters duplex type  
 Fresh water cooled lube oil heat exchanger

### Fuel System

Common-rail injection  
 High pressure pump with shielded high pressure injection rail and pipes  
 Fuel oil filter duplex type  
 External fuel pre-filter with water separator

### Intake Air and Exhaust System

Double flow raw water cooled intake air heat exchanger module  
 High efficiency dry turbocharger with ball bearing technology  
 Two Stage Turbocharging system

### Electrical System

Voltage: 24V DC insulated  
 Electrical starter  
 190A battery alternator

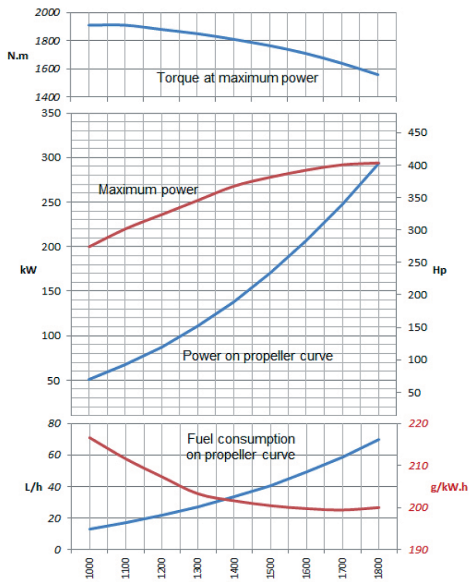
### Optional Equipment

Wet exhaust  
 PTO elastic coupling  
 Additional pulley  
 Electric drain system  
 Standard PTO for hydraulic pump  
 Different alternators possible - including 12V  
 Electrical rotary actuator

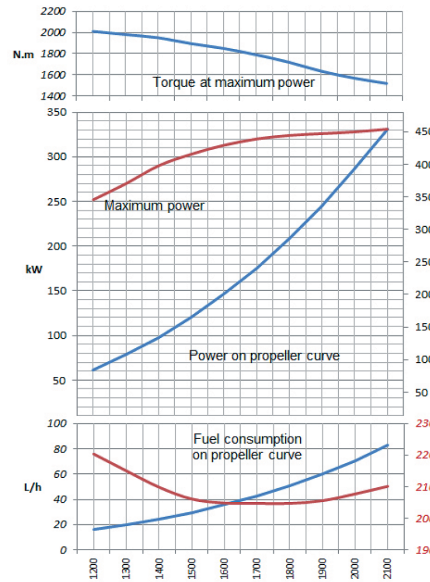


## Performance

P1 - 294 kW - 400 hp @1800rpm



P2 - 331 kW - 450 hp @2100rpm



## Power definition

(Standard ISO 3046/1 - 1995 (F))

### Reference conditions

Ambient temperature	25°C / 77°F
Barometric pressure	100 kPa
Relative humidity	30%R
Raw water temperature	25°C / 77°F

### Fuel oil

Relative density	0,840 ± 0,005
Lower calorific power	42 700 kJ/kg
Consumption tolerances	+ 5%
	(DIN ISO 3046-1)
Inlet limit temperature	35°C / 95°F

**Our ratings also comply with classification societies maximum temperature definition without power derating.**

Ambient temperature	45°C / 113°F
Raw water temperature	32°C / 90°F